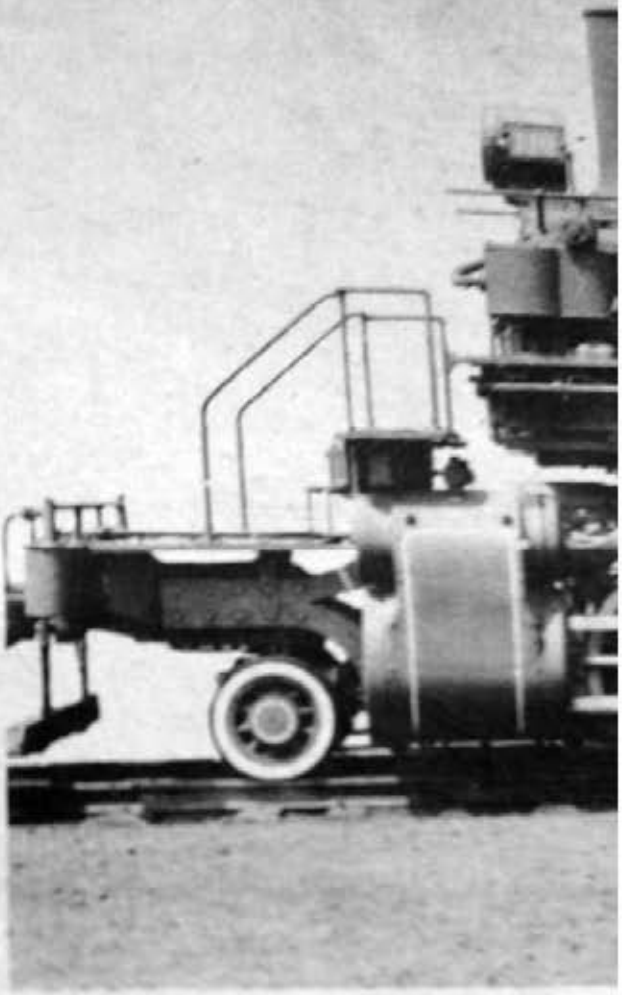
LOGGING LOCOMOTIVES

(By G. Leroy Crislip -
Continued from Page 4)

win which might have made it but for the late entry into the field and the Baldwin Locomotive Works' decision to concentrate on the articulated logging locomotive.

The Heisler gave the Shay a run for its money in the logging industry. The principle was similar, but the overall design was different. The Heisler could in an automotive sense be termed a "V-2" since it had two large cylinders pointing down and inward below the steam dome in a "v" shape. The connecting rods turned a crankshaft which attached to a horizontal driveshaft extending under the boiler much as in the Shay. The driveshaft was divided by universal joints, and beveled ends of the shaft met one axle of each truck much as in the differential of an automobile. The other axle of each truck did not touch the driveshaft; instead, the wheels were connected by a metal rod to those driven directly by the horizontal shaft. Supposedly the Heisler was to be easier on the rails because of the cylinder arrangement balancing the downward piston force as opposed to the lopsided cylinder arrangement on the Shay. The Heisler as did all the other geared locomotives supply came along too



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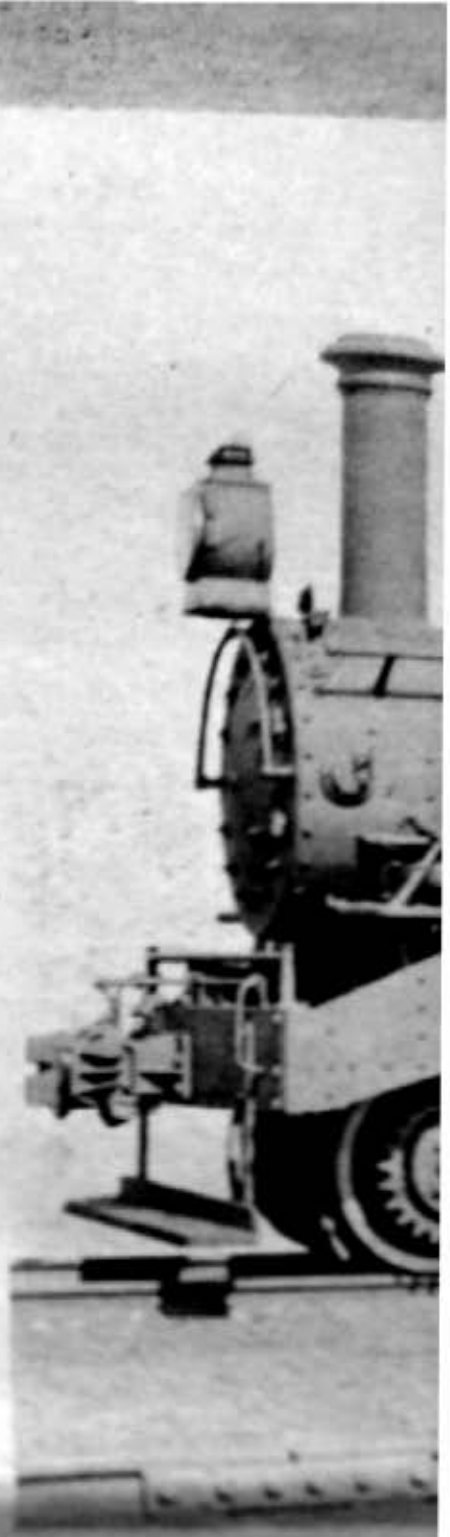
The Climax locomotive had only two cylinders as in the Heisler, but they were placed on opposite sides of the boiler near the smokebox pointing toward the rear and downward. The valve gear was of a more traditional type, and the connecting rods attached to a flywheel on each side which in turn attached to jack or cross shafts extending under the boiler from side to side and connecting by a set of gears to a horizontal driveshaft extending from front to back underneath the boiler as in the Heisler.

The Williamette was so much like the Shay, that the casual observer could not tell it from one when viewed from a distance. Some of the design was copied directly from the Shay with few variations when the original patents expired. Only a few modifications were noticeable - one being that the



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Baldwin Locomotive Works attempted to enter the geared locomotive field with a locomotive which greatly resembled the Climax. Most of the Baldwin geared locomotives were constructed in this manner, but at least one was

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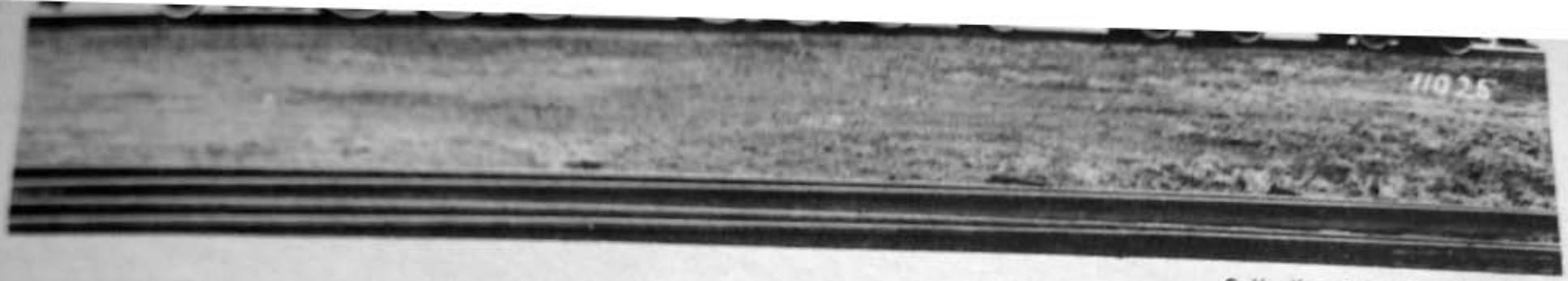


Collection of G. Leroy Crislip

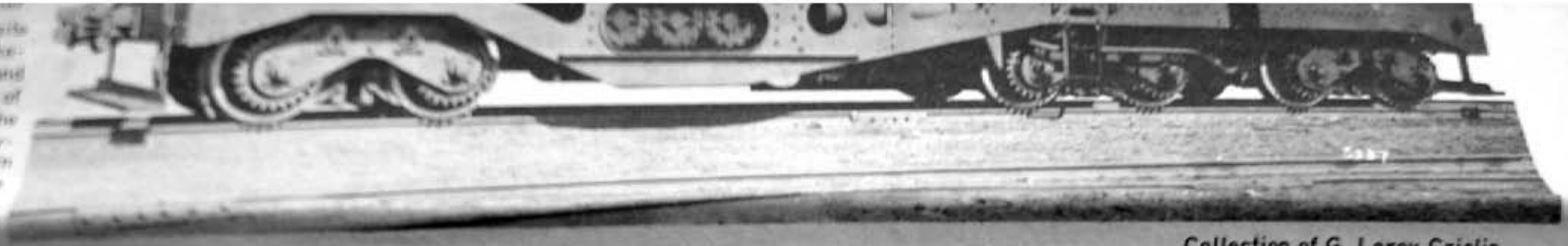
WEYERHAEUSER TIMBER COMPANY'S articulated, Mallet type locomotive was built by Baldwin in 1934.

sion differed from this.

Instead of resembling a Climax, it had almost all the lines of the Shay except that its three cylinders were placed horizontally under the boiler. These operated a horizontal driveshaft which connected to cross shafts numbering two per truck. The ends of these shafts were geared and fit into the teeth of geared circular wheels laced onto the outer surface of the wheels.

These models, although effective, were too late to make much of an effect on the sales of the Shay, and this combined with increasing costs for the development of new forms of geared locomotives, caused Baldwin to revert to the construction of the articulated type locomotive which was a type already familiar to the shops at Philadelphia, and could easily be seen to have a great potential for quickly hauling large loads of logs on moderate grades once the geared locomotives had hauled them down from the mountains.

Now the woods no longer resound with the music of logging locomotives - they are strangely silent. The development of the log truck spelled the end of the logging railroad which had served its purpose, and as it had replaced less methods, it too had to be cast aside in favor of progress. The grades remain, and although overgrown with the forest, they can still be seen reaching up into the mountains. Perhaps the ghosts of the geared locomotives and the men who ran them still haul loads of logs to the mill. Walk along one of these abandoned grades and see where hundreds of men worked to build and maintain the railroad which was so quickly removed when the job was over. Listen carefully, and you can hear what some may dismiss as the wind whistling through the trees, but it just might possibly be a voice from the past. Perhaps it's old number six bringing in the last load of logs for the day.



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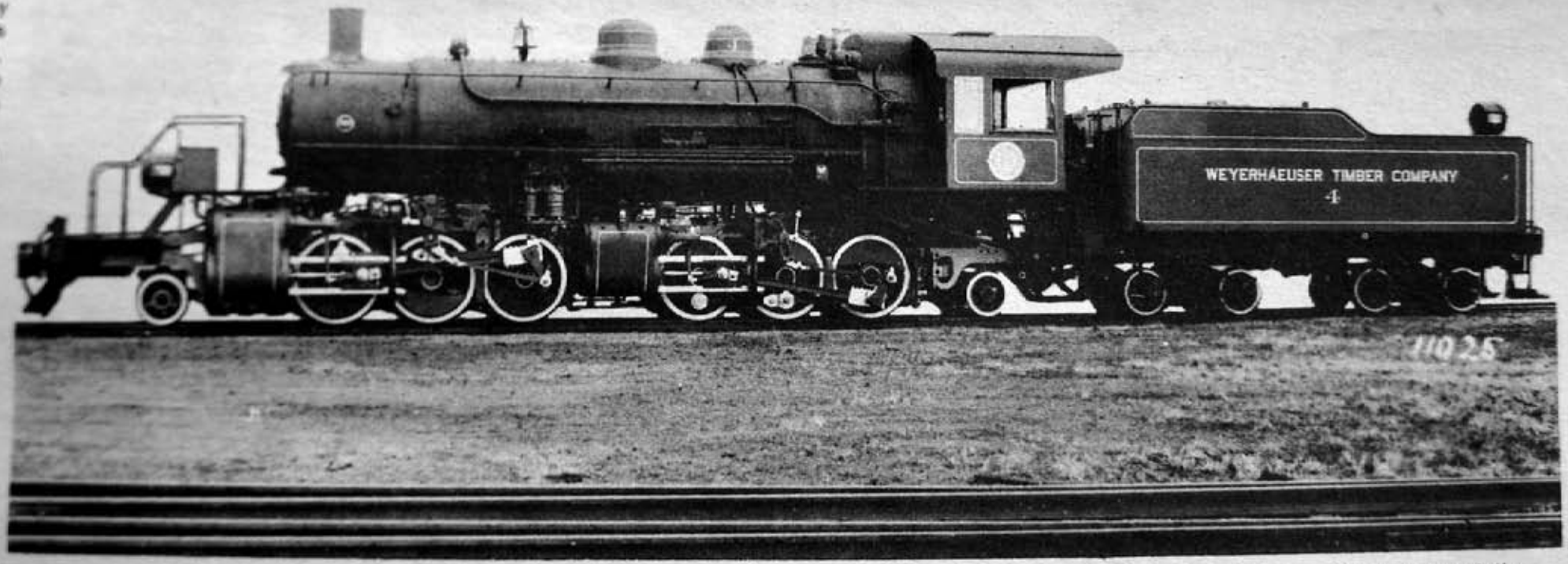
ONE OF THE BALDWIN Locomotive Works' attempts at a geared locomotive greatly resembled the Shay with the major difference being the placement of the cylinders. This model was constructed in 1915.



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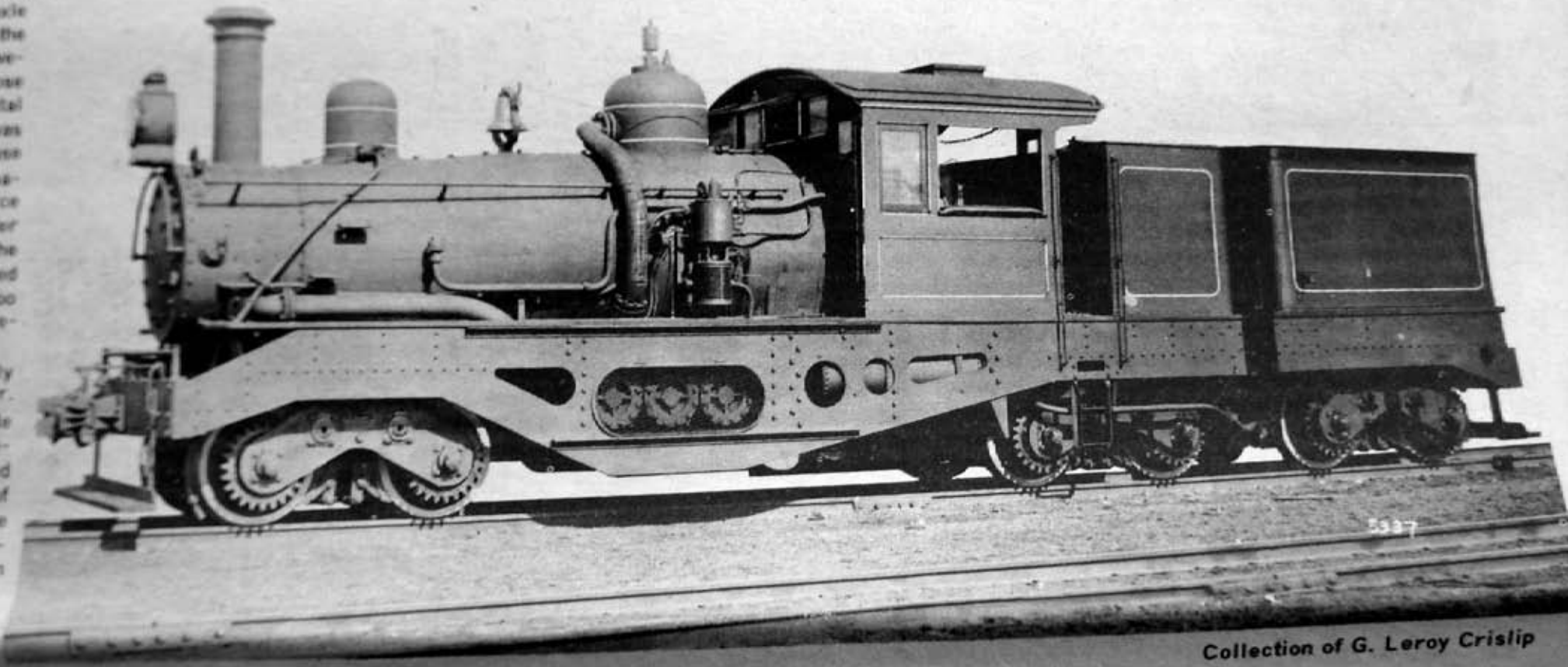

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Logging Railroads And Logging

by Gordon T. Hamrick

As "senior" member of the "railroad writers" - other than Sheriff Given, - I am the only member old enough to remember the logging trains of the 1930's and to have been in the logging camps. I would like to share with the readers some of my recollections of logging camp life.

The earliest thing I can remember is the aftermath of the "Fourth of July Flood"(July 2, 1932, on Leatherwood Creek). At the time I was not quite two years old, but I can recall, as vividly as if in a photograph, the twisted rails of the Pardee and Curtin Lumber Company logging railroad near home, where Leatherwood Creek had washed a trestle out. Interspaced along the twisted rails were scattered ties, and the whole was suspended by rock abutments made up of the remains of the railroad grade.

I learned my numbers long befor I reached school from the numbers on the Pardee and Curtin trains. I no longer remember which engineer worked on which train; however, at that time, I knew not only the train number, but also engineer, fireman and brakemen. And, these individuals were never too busy to give a friendly wave to a little boy with his nose stuck in the fence separating the yard from the railroad grade.

There was the day an inward-bound log train, with a heavy load of logs, ground to a stop in front of the house, and two burly brakemen jumped off, armed with brake irons, and beat the stuffing out of a rattlesnake that had been so unfortunate as to stray into the vic-

fied. He thought for sure that he would lose his job. A company carpenter came and repaired the hole in the roof; the incident was never again mentioned.

I can also remember that during this time, the track crew would pay as much as a whole dime to a very small boy for lugging a very large bucket of water to a thirsty crew. I made a sight of money that summer.

At this time, the late William "Bill" McCourt was logging in Blazed Fork(so-called "Peaceful Valley" because the inhabitants were forever fighting) and in Powell Fork (3-A Hollow). I may or may not have been in these logging camps, but I do know where they were located.

One thing always associated with Bill McCourt's logging camps was a kerosene-burning refrigerator. I think the refrigerator was built on the spot; when the job was completed, the equipment was discarded. At any rate, every camp site I have ever visited could be distinguished by the remains of the refrigerator (the first time I found one of these, I went home and told my father I had found a moonshine still. He came and examined it and nearly laughed himself sick. To him, it was the funniest thing since the Black Plague.) Just last summer, I was wandering around in a portion of Blazed Fork that I thought had never been touched by man. I was wrong. There, big as life, lay the remains of one of Bill's refrigerators. How they got there, I'll never know. I suspect some enterprising soul had started to pack them out,

A Class C Shay railroads.

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I suppose I received my first lessons in interracial relationships along the logging railroads. The track crews for Pardee and Curtin were composed of "Tallies" (Italians); there was Big John and Little John, Big Louie and Little Louie, and a host of others, the names of whom I have forgotten.

There was the day when Big John was supervising the construction of a siding near home. The forman in charge of blasting, overestimated the charge of explosives, and the rocks rained down in our yard. One went through the roof of the house. Big John was mortified.

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As a lad, I removed myself from parental supervision as quickly and frequently as possible. In the company of cousins or neighborhood kids, I set off to conquer the countryside, armed only with an airgun or bow and arrow. No one seemed to mind where we went. After all, the dog knew his was home, even if we didn't.

Every kid my age had a dog of some sort or another - always a mongrel. In my case, my canine companion over the years was a black and tan mongrel of indeterminate breed. His mother had been

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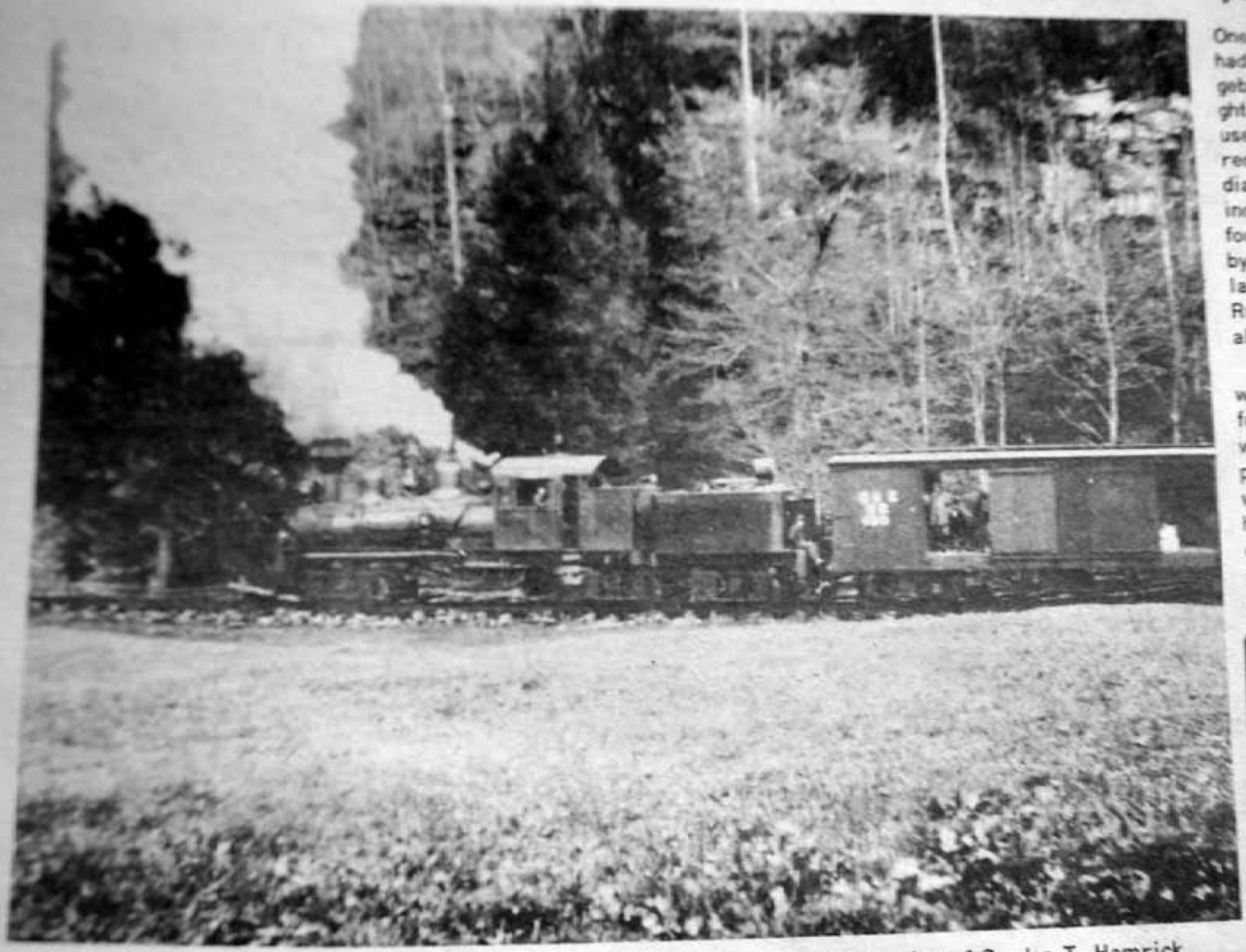

Collection of Gordon T. Hamrick

Greenbrier, Cheat & Elk Shay number 6 at the Adam J. Hamrick Farm on Leatherwood Creek around 1916. The Pardee & Curtin Lumber Company later converted this line for its narrow-gauge steam. The author's home was within a few hundred yards of this spot.

Collection of G. Lerc

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As I grew older, the logging camps progressed further up Leatherwood Creek, with one being located at the Forks of Leatherwood. Although this was some two and a half miles from home, it was well within the radius of my wanderings, and was mighty attractive to a small boy. Mrs. Belle Payne, the cook, and Warrick Collins, the cookee, were always good for a liberally cut hunk of cherry pie and a cup of coffee with Carnation milk. For the dog, there was always a chunk of corn bread or a bone. Naturally I made it a point to pass through the camp as frequently as possible.

In a sense, I was "educated" by the personnel associated with logging. Most of them were unwashed, unshaven, uneducated, and addicted to strong drink on payday. They could not have bribed their way into a social club or church; yet, they were strangely gentle and patient with small boys. We didn't swear, chew, or smoke in front of them for the simple reason that if we had, a large, calloused hand would have descended resoundingly on our posterior.

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A logging camp crew was a rough lot, but these to talk with a small boy and box his ears if grownup.

One such nameless individual, who had probably never heard of algebra, calculus, or geometry, taught me to scale a log without the use of a scale stick. I can still remember his teaching: "from the diameter of the smaller end, in inches, subtract four; square one-fourth the remainder, and multiply by the length in feet." Many years later I learned this was Doyle's Rule, the universally accepted scale for the hardwood industry.

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"Lon" Rogers, who at that time was hooking tongs on a log loader for Pardee and Curtin, taught me weights and balances by the simple process of demonstrating what would happen if the tongs were hooked off-center on a log. I doubt if Lon could have told me the formula for determing the position for the tongs; he didn't watching the dull red flakes fall off as the smith hammered the metal into shape. Then, there was the hiss of hot metal and water, as the finished article was plunged into water for the required time. It was not until many years later that I realized that I had learned a great deal about tempering metals for various uses from the blacksmith(s).

The logging camps were always a fascinating place to visit. There were usually a few families present in each camp, most of whom had school-age children. I made a point of getting acquainted with these children, in hopes of being able to stay overnight at the logging camp.

(Continued on Page 7)

Collection of G. Leroy Crislip

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Another nameless individual - a swamper in the woods - taught me the elements of leverage by demonstrating what happened if you placed a rock at different positions under a pole. Someone else taught me how to set and file a crosscut saw and how to grind and file an axe.

The blacksmith shop was always a fascinating place to visit. If the smith was busy, he might even let me turn the handle to the forge. There was always the thrill of seeing the white sparks shoot off a piece of metal in the forge and

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Scenic Railroads Are Lots Of Fun, But . . .

by

Ronald

V.

Hardway

Collection of G. Lacey Crislip

CLASS H-9, CONSOLIDATION, built by Baldwin in 1921, is typical of the locomotives used by the Western Maryland Railroad on the Elkins to Webster Springs section. Similar locomotives are needed for use on the scenic railroad.

Everyone who rides a scenic railroad immensely enjoys the experience. Many people appreciate the more sight and sound of a steam locomotive puffing and screeching along. One can almost obtain a college education observing and working with the people who come to ride the train. For those who own establishments that cater to a scenic train crowd, their joy is tremendous when it comes time to spend their profits. Those people who actually run the train or supervise operations feel great satisfaction every time a capacity-filled train chugs away from the station, white steam and black smoke filling the sky.

But organizing and operating a scenic railroad is not all fun and games. There is a great deal of satisfaction in convincing people that a scenic railroad is a good thing to have. But there is also much frustration and time-consuming hard work in creating a scenic railroad. A series of articles in the Webster County newspapers recently outlined the problems faced in planning the development of the Webster-Randolph Scenic Railroad. People tend to appreciate something more if they understand how that something works or how it came about. To help people understand exactly what it takes to create a scenic railroad the following paragraphs will summarize the problems involved in the creation and operation of a tourist attracting scenic railroad.

The Webster-Randolph Scenic Railroad will be owned and operated by the State of West Virginia and the Department of Natural Resources will be responsible for the actual operation of the train. Before the State can own the railroad the West Virginia Legislature must appropriate the funds necessary for creating and developing the railroad. The first problem that the Webster-Randolph Scenic Railroad backers face is securing the support of the West Virginia Legislature to the point where it is willing to authorize funds for the railroad. Webster County Member of the House of Delegates, D. F. Given, will introduce a bill into the House of Delegates asking the delegates to appropriate the necessary funds. Carl Gainer of Richwood, State Senator from the twelfth Senatorial District, will introduce a like measure on the floor of the State Senate. But the mere introduction of these vital pieces of legisaltion does not guarantee their passage. Private individuals will be talking with various members of the state legislature in an effort to convince them that the Webster-Randolph Railroad will become a permanent and paying proposition. But members of the general public can be of invaluable assistance in winning the support of the state legislature. Legislators are, after all, representative of the people, and one can expect them to favor something that the general public overwhelmingly favors. But the public must inform its representatives of their opinion before the legislators can act accordingly. The simplest and most effective method of communicating with public officials is via personal letter. Therefore it becomes the responsibility of each citizen who favors the Webster-Randolph Scenic Railroad to inform his representatives that he favors the project.

For those people who do not write letters because they "just can't put it in writing" the editor of this special newspaper has prepared a form letter for the paper that can simply be clipped out of the paper and mailed to any Senator or Delegate of his choosing, but preferably the ones who represent his particular county or area in Charleston. For those who delight in expressing their own opinion and hate for someone else to say something for them names of state Senators and Delegates are provided on the same page that carries the clip-out letter. Thus, the problem of winning the support of the State Legislature can quickly be solved by quick action on the part of interested citizens.

There are other important problems that must be approached by those who have worked directly for the railroad. Public support and cooperation is needed in every instance, but some problems with the Webster-Randolph Railroad go beyond the experience of the general public. One of these problems is securing the cooperation, indeed the permission, of the railroad company over whose tracks the Webster-Randolph train will operate. In our case, we must convince the Western Maryland Railroad Company that the world will end if the Webster-Randolph train fails to become established.

Western Maryland must grant its permission before we may use the tracks. Assuming permission is granted, much complicated work is then required to develop a timetable for running the train. Unlike the Cass Scenic Railroad, the Webster-Randolph Railroad will be sharing tracks with other commercial trains, namely coal and freight trains which run regularly between Webster Springs and Elkins. Precise planning is required to prevent the Webster-Randolph steam locomotive from arriving at Spruce with a half dozen passenger cars full of coal while Western Maryland diesel No. 28 arrives at the Baltimore shipping yards with one hundred-twenty coal cars full of grimy tourists.

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Scenic Railroads Are L

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Hardway

Everyone who rides a scenic railroad immensely enjoys the experience. Many people appreciate the mere sight and sound of a steam locomotive puffing and screeching along. One can almost obtain a college education observing and working with the people who come to ride the train. For those who own establishments that cater to a scenic train crowd, their joy is tremendous when it comes time to spend their profits. Those people who actually run the train or supervise operations feel great satisfaction every time a capacity-filled train chugs away from the station, white steam and black smoke filling the sky.

But organizing and operating a scenic railroad is not all fun and games. There is a great deal of satisfaction in convincing people that a scenic railroad is a good thing to have. But there is also much frustration and time-consuming hard work in creating a scenic railroad. A series of articles in the Webster County newspapers recently outlined the pro-

introduce a like measure on the floor of the State Senate. But the mere introduction of these vital pieces of legisaltion does not guarantee their passage. Private individuals will be talking with various members of the state legislature in an effort to convince them that the Webster-Randolph Railroad will become a permanent and paying proposition. But members of the general public can be of invaluable assistance in winning the support of the state legislature. Legislators are, after all, representative of the people, and one can expect them to favor something that the general public overwhelmingly favors. But the public must inform its representatives of their opinion before the legislators can act accordingly. The simplest and most effective method of communicating with public officials is via personal let-

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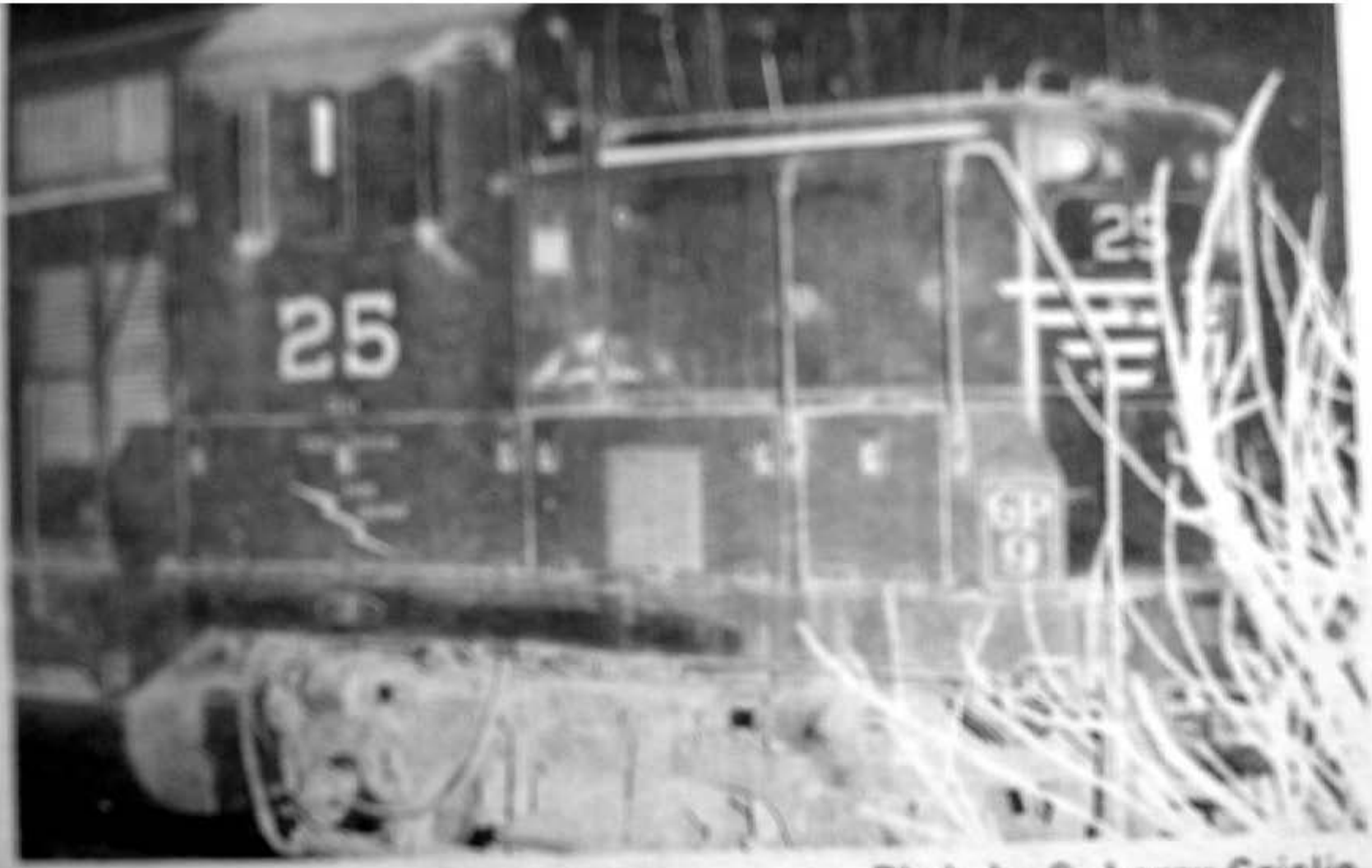
But organizing and operating a scenic railroad is not all fun and games. There is a great deal of satisfaction in convincing people that a scenic railroad is a good thing to have. But there is also much frustration and time-consuming hard work in creating a scenic railroad. A series of articles in the Webster County newspapers recently outlined the problems faced in planning the development of the Webster-Randolph Scenic Railroad. People tend to appreciate something more if they understand how that something works or how it came about. To help people understand exactly what it takes to create a scenic railroad the following paragraphs will summarize the problems involved in the creation and operation of a tourist attracting scenic railroad.

The Webster-Randolph Scenic Railroad will be owned and operated by the State of West Virginia and the Department of Natural Resources will be responsible for the actual operation of the train. Before the State can own the railroad the West Virginia Legislature must appropriate the funds necessary for creating and developing the railroad. The first problem that the Webster-Randolph Scenic Railroad backers face is securing the support of the West Virginia Legislature to the point where it is willing to authorize funds for the railroad. Webster County Member of the House of Delegates, D. F. Gunn, will introduce a bill into the House of Delegates asking the delegates to appropriate the necessary funds. Carl Gainer of Richwood, State Senator from the twelfth Senatorial District, will can be of invaluable assistance in winning the support of the state legislature. Legislators are, after all, representative of the people, and one can expect them to favor something that the general public overwhelmingly favors. But the public must inform its representatives of their opinion before the legislators can act accordingly. The simplest and most effective method of communicating with public officials is via personal letter. Therefore it becomes the responsibility of each citizen who favors the Webster-Randolph Scenic Railroad to inform his representatives that he favors the project.

For those people who do not write letters because they "just can't put it in writing" the editor of this special newspaper has prepared a form letter for the paper that can simply be clipped out of the paper and mailed to any Senator or Delegate of his choosing, but preferably the ones who represent his particular county or area in Charleston. For those who delight in expressing their own opinion and hate for someone else to say something for them names of state Senators and Delegates are provided on the same page that carries the clip-out letter. Thus, the problem of winning the support of the State Legislature can quickly be solved by quick action on the part of interested citizens.

There are other important problems that must be approached by those who have worked directly for the railroad. Public support and cooperation is needed in every instance, but some problems with the Webster-Randolph Railroad go beyond the experience of the general public. One of these problems



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DELEGATE D. P. GIVEN of Webster Springs and Senator Carl Gainer of Richwood plan to introduce bills in the State Legislature to establish the scenic railroad.

RIDING THE RAILS FROM ELKINS TO SPRUCE

by G. Leroy Crislip

What is it like to actually ride a scenic railroad? The team which is trying to establish the Webster-Randolph Scenic Railroad just had the unique experience on October 4, 1970 of taking just such a trip over what will be one half of the proposed scenic line. The following is the account of that excursion.

The railroad team arrived in Elkins at 6:30 a.m. on October 4, and stepped out of our warm cars into the early-morning cold and proceded to wind our way to the Western Maryland station where we were to meet Sheriff Given before starting our trip over the Western Maryland from Elkins to the site of the former town of Spruce near Cass. After taking a quick look around, we discovered that Sheriff was nowhere to be seen. Assuming that he was either talking with some railfans in the dark of the railroad yard or getting a few last minutes of sleep, we had a quick conference to decide where on the train to spend the rest of the day. Western Maryland caboose number 1626, the third from the front of the train, was chosen, and most of the group proceded to make themselves at home in one end of it. At first we had considered riding in one of the open cars for photographic purposes, but the warmth of the caboose was much too inviting for us to resist.

Dad and I decided to try to find Sheriff and make sure he would not miss the train. After walking in a roundabout way to the Tygart Hotel, I learned that Sheriff had already left to get a cup of coffee at a nearby restaurant where Dad Dad had already found him. We left him to retrieve his overcoat after admonishing him to make the train on time and headed back toward the station where the Cass Scenic Railroad Heisler number six was making its presence known with noise, smoke, and steam as it moved into position at the head of the cars.

Arriving at the train I found Phil Bagdon of Alexandria, Virginia, who had been along as reporter for the trip made earlier from Webster Springs to Spruce, and after completing our photography for the moment, we boarded the train. Western Maryland diesel, type GP9, number 28 slowly backed toward the Heisler and coupled up with it to complete the motive power setup for the first part of the journey. At 7:38 a.m. the locomotives backed toward the station and coupled together the assortment of cars which were to comprise the train. Those of us who had already settled down in the caboose thought the trip had started and headed for the vestibule grabbing cameras and notebooks as we went. Seeing it was a false start, we returned to our seats in the caboose and having lost the excitement of the moment, once again became sleepy, hungry, and uncertain about what the day would hold for us.

No sooner than we had settled down we were suddenly jerked awake by the train starting to move once again. The previous scene was repeated complete with cameras and notebooks flying in all directions. Now we were sure that the trip had begun, only to find us stopped once again a few yards down the track.

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Photo by G. Leroy Crislip

HEISLER NUMBER 6 at Elk River Junction, 20.8 miles from Elkins.

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Another important problem that is completely out of the hands and responsibility of the railroad creators is the ability of the scenic railroad home ports to handle a heavy tourist traffic. The Cass Scenic Railroad now attracts upwards of sixty thousand tourists annually. Cass is able to provide this staggering amount of visitors with recreation, but it cannot provide them meals or lodging. Fortunately several private developers in the Cass area recognized the potential value of the Cass Railroad, and several first class motel-restaurant units exist in the Cass area. Already the city of Elkins is well endowed with hotels, motels and restaurants, due mainly to the annual Forest Festival. These facilities would be able to host an extra hundred thousand visitors annually.

Webster Springs, to the contrary, would find it very difficult to handle such large crowds. There are no large, modern hotel, motel or restaurant complexes in or near Webster Springs. One new facility is being rushed towards completion in time for the May 1-2 special trip using the Cass locomotives and trains, but this establishment is not going to be enough for Webster Springs to support its end of the scenic railroad bargain. Cass has handled daily crowds which numbered in the thousands. Webster Springs will have great difficulty handling crowds in the dozens.

Finally, there is the cost of operation of the scenic railroad. In the beginning the cost of operations for the Webster-Randolph Scenic Railroad will have to be borne by the taxpayers of West Virginia. The reason for this is that the railroad will be operated as a state park with the State of West Virginia being held responsible to meet costs. This situation cannot persist. The people of West Virginia cannot be expected to continuously pay for the railroad. The train must eventually pay for itself or there can be no justification for its continued existence. The Cass Railroad operated in the red during its first few seasons, but Cass now more than pays its own way. Thanks to the persistence and dedication of a few individuals and widespread community cooperation, the Cass Scenic Railroad has overcome its early deficits and is now a permanent tourist attraction for the State of West Virginia and local residents in the Cass area.

Because of its largeness of scale the Webster-Randolph Scenic Railroad must quickly show a profit. Expenses will run too high to continue taking chances that the railroad will pay for itself. Here is where community action and support is essential for the future of the railroad. Elkins and Webster Springs must put forth every effort to attract and keep a tourist trade in their town. There will be many people who will come to both towns simply to see the train. But these people will come to Elkins and Webster Springs expecting to find modern stores stocked with modern commodities, or antique shops stocked with genuine antiques. They will probably expect to find local arts and crafts shops and museums containing items of local history and culture. Here again, they will be looking for convenient and reputable dining and sleeping facilities. If Elkins and Webster Springs themselves can attract tourists, the chanced of capacity crowds to ride the Webster-Randolph Scenic Railroad increases almost to the point where one can guarantee daily capacity trips.

The special trip, now scheduled for May 1-2, 1971, will serve as authoritative barometer to measure both the tourist drawing power of the railroad as well as the willingness and ability of Webster Springs and Elkins to take care of the crowds. Due to the continuous success of the Forest Festival, we have no doubt that Elkins can hold up her end of the Webster-Randolph Scenic Railroad. Webster Springs poses the only question. We hope the May "Special" will make it obvious to everyone involved how much fun and profit a lot of hard work can create.

RIDING THE RAILS FROM ELKINS TO SPRU

by G. Leroy Crislip

What is it like to actually ride a scenic railroad? The team which is trying to establish the Webster-Randolph Scenic Railroad just had the unique experience on October 4, 1970 of taking just such a trip over what will be one-half of the proposed scenic line. The following is the account of that excursion.

The railroad team arrived in Elkins at 6:30 a.m. on October 4, and stepped out of our warmcars into the early-morning cold and proceeded to wind our way to the Western Maryland station where we were to meet Sheriff Given before starting our trip over the Western Maryland from Elkins to the site of the former town of Spruce near Cass. After taking a quick look around, we discovered that Sheriff was nowhere to be seen. Assuming that he was either talking with some railfans in the dark of the railroad yard or getting a few last minutes of sleep, we had a quick conference to decide where on the train to spend the rest of the day. Western Maryland caboose number 1628, the third from the front of the train, was chosen, and most of the group proceeded to

not miss the train. After walking in a roundabout way to the Tygart Hotel, I learned that Sheriff had already left to get a cup of coffee at a nearby restaurant where Dad Dad had already found him. We left him to retrieve his overcoat after admonishing him to make the train on time and headed back toward the station where the Cass Scenic Railroad Heisler number six was making its presence known with noise, smoke, and steam as it moved into position at the head of the cars.

Arriving at the train I found Phil Bagdon of Alexandria, Virginia, who had been along as reporter for the trip made earlier from Webster Springs to Spruce, and after completing our photography for the moment, we boarded

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ALONG THE SCENIC R

by Gordon T. Hamrick

When Sheriff Given first outlined his proposed Webster-Randolph Scenic Railroad last fall to a group which was to become known as "the railroad team," Leroy Crislip and I conceived the idea of travelling the entire length of the proposed route. Not only would we photograph all, to prepare a slide show to promote the Scenic Railroad, but we would also record our impressions in a notebook.

Since that time, I have travelled, on foot, the Scenic Railroad route from Webster Springs to Slaty Fork or Laurel Bank, if you are a railroad buff. To be sure, I did not make the trip at one time; often I traveled only a mile or so, as time and circumstances permitted. Leroy has covered the same route on foot; he has the added experience of having traveled the same route via railroad truck.

From Webster Springs to Slaty Fork, as the crow flies, is a distance of about eighteen miles. A good hiker can make it on foot in nine hours. As the Scenic Railroad winds, the distance is something nearer three times that distance. A steam engine, such as a Shay or Heisler, will require about four hours running time for the trip; additional time will be required for water stops and the inevitable photographic stops.

For his eight or ten or twelve hours traveling on the Scenic Railroad, what can the tourist expect in the way of scenery? Between Webster Springs and Slaty Fork, the increase in elevation is approximately 1150 feet. Thus, the flora in the Slaty Fork area is completely different from that in the Webster Springs area. Paradoxically, the same rock formations found at Webster Springs persist along the Scenic Railroad well into Randolph rises above drainage.

Immediately above the Greenbrier Limestone is the Webster Springs Sandstone, so named for the exposure at Lovers Leap, east of Webster Springs. This member forms the massive cliff along the Elk River, and is responsible for both the Cherry Falls of Elk and Whittaker Falls. As a rule, the Webster Springs Sandstone is a massive, hard, gray, rock, although occasionally it may be intermixed with red shales.

The above two formations are the primary rock formations along the length of the Scenic Railroad, although another limestone, thought to represent the Hinton Limestone, outcrops along the Scenic Railroad at the Kovan Syncline, opposite the high school, and again at Hickory Lick. Overlying formations are of only academic interest, since they will not be generally accessible to the traveler on the Scenic Railroad. It might be well to point out, however, that the entire Mississippian and Pennsylvanian series of rocks consist of alternating hard sandstones or limestones and red shales. Thus, the topography features steep slopes or cliffs, intermingled with broad benches.

The hard, massive, and durable character of the Webster Springs Sandstone has determined the characteristics of the topography immediately along the Scenic Railroad and has, as well, influenced the types of flora and fauna to be found in the area. Resistant to erosion, the Webster Springs Sandstone has channeled the Elk River into a narrow V-shaped valley, often only a few dozen yards across. The high cliffs formed by the Webster Springs Sandstone discourage growth of the normal flora; consequently, one can expect to find mostly lichens, mosses, hardy ferns, and possibly a few tenacious

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Common Hazel
Shadbush

I traveled only a mile or so, as time and circumstances permitted. Leroy has covered the same route on foot; he has the added experience of having traveled the same route via railroad truck.

From Webster Springs to Slaty Fork, as the crow flies, is a distance of about eighteen miles. A good hiker can make it on foot in nine hours. As the Scenic Railroad winds, the distance is something nearer three times that distance. A steam engine, such as a Shay or Heisler, will require about four hours running time for the trip; additional time will be required for water stops and the inevitable photographic stops.

For his eight or ten or twelve hours traveling on the Scenic Railroad, what can the tourist expect in the way of scenery? Between Webster Springs and Slaty Fork, the increase in elevation is approximately 1150 feet; thus, the flora in the Slaty Fork area is completely different from that in the Webster Springs area. Paradoxically, the same rock formations found at Webster Springs persist along the Scenic Railroad well into Randolph County, to a point near Mace, where the Greenbrier Limestone rises above drainage and the Scenic Railroad crosses it.

For the scientifically minded, the Greenbrier Limestone is the oldest rock formation exposed in Webster County - or along the Scenic Railroad, for that matter. It outcrops in the Elk River bed at Webster Springs, near Bergoo, where it is visible only during periods of low river flow, just below Whittaker Falls, on the Webster-Randolph County line, and at a point near milepost 63, where it at the Kovan Syncline, opposite the high school, and again at Hickory Lick. Overlying formations are of only academic interest, since they will not be generally accessible to the traveler on the Scenic Railroad. It might be well to point out, however, that the entire Mississippian and Pennsylvanian series of rocks consist of alternating hard sandstones or limestones and red shales. Thus, the topography features steep slopes or cliffs, intermingled with broad benches.

The hard, massive, and durable character of the Webster Springs Sandstone has determined the characteristics of the topography immediately along the Scenic Railroad and has, as well, influenced the types of flora and fauna to be found in the area. Resistant to erosion, the Webster Springs Sandstone has channeled the Elk River into a narrow V-shaped valley, often only a few dozen yards across. The high cliffs formed by the Webster Springs Sandstone discourage growth of the normal flora; consequently, one can expect to find mostly lichens, mosses, hardy ferns, and possibly a few tenacious Eastern Hemlocks on the cuts along the right-of-way.

One interesting anomaly is the presence of dozens of tiny waterfalls along the Scenic Railroad. These are reminiscent of the hanging waterfalls of the Grand Canyon or Yosemite Valley. Interspaced within the waterfall, each occupying a particular niche adapted to it's requirements, will be found various moisture-loving plants, the species of which varies with the season.

It is not possible to describe a "typical" forest association type

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Northern Red
Black Oak
Scarlet Oak
Shagbark Hick
Mockernut Hi
White Ash
Wild Black Ch
Tulip Tree

Shrubs:
Flowering D
Maple-leave
Prickly Goo
Poison Ivy
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Associate -
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Northern R
Basswood
Tulip Tree
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White Pine

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It is not possible to describe a "typical" forest association type

Eastern Hemlock
White Pine

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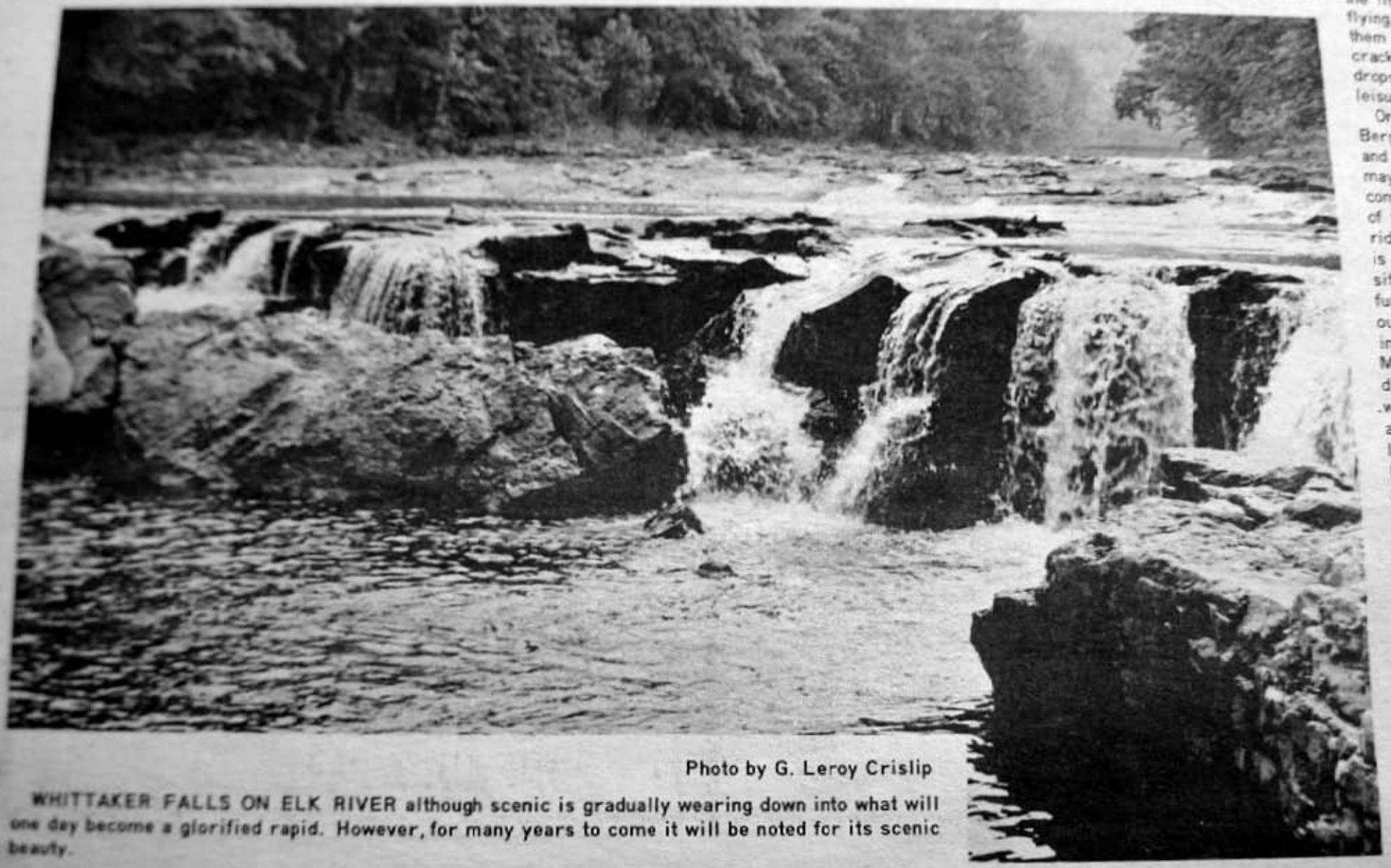

Photo by G. Leroy Crislip

WHITTAKER FALLS ON ELK RIVER although scenic is gradually wearing down into what will one day become a glorified rapid. However, for many years to come it will be noted for its scenic beauty.

THE PARDEE & CURTIN LUMBER Company double-band sawmill at Bergoo action by the camera of one of the area's early photographers during the glory Now only ruins and memories remain.

for the Scenic Railroad for the simple reason that the railroad route travels through several different forest-type associations at different times.

A typical White Oak-Red Oak Forest Association would consist of the following species:

Trees: Dominant -
White Oak
Associate -
Northern Red Oak
Black Oak
Scarlet Oak
Shagbark Hickory
Mockernut Hickory
White Ash
Wild Black Cherry
Tulip Tree

Shrubs:
Flowering Dogwood
Maple-leaved Viburnum
Prickly Gooseberry
Poison Ivy
Common Hazelnut
Sheepberry

The typical Sugar Maple-Beech-Birch Forest Association would consist of the following species:

Trees: Dominant -
Sugar Maple
Beech
Yellow Birch
Associate -
Black Birch
Wild Black Cherry
Northern Red Oak
Basswood
Tulip Tree
American Mountain Ash
Eastern Hemlock
White Pine

Shrubs:
Hobble-Bush
Striped Maple
Mountain Maple
Witch Hazel
Wild Hydrangea
Round-Leaved Gooseberry
Large-leaved Holly
Wild Red Raspberry

In the southeastern section of Webster County, the White Oak-Red Oak Forest Association is best represented; eastward, toward Randolph County and Slaty Fork, the Sugar Maple-Beech-Birch Forest Association is predominant.

The number of species of wildflowers varies directly with the season. Records of a trip taken in early May of 1970, between Byers(mine No. 4) and Whittaker Falls, show a total of some fifty-odd identified species - and I am no botanist. There is a vast difference between having an experienced field botanist, such as William "Bill" Gillespie on hand, and having to leaf through a field guide, indentifying plants through the process of elimination.

To the traveler who has never been in the Webster-Randolph-Pocahontas area, and who is boarding the Scenic Railroad for the first time, the points of interest might be as follows: At Webster Springs, the Greenbrier Limestone in the Elk River bed, followed closely on the right, by the Kaven Syncline. A short distance upstream, still on the river side, is the Cherry Falls, the Scenic Railroad follows a

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Collection of Gordon T. Hamrick

...le-band sawmill at Bergoo was captured in ...ographers during the glory days of logging.

relatively undisturbed route along the right side of the Elk. The remains of Pardee and Curtin Mine No. 1 are visible high on the mountain at Parcoal, while across the river, the town is visible. A short distance upstream is Curtin(Bartlett), site of the Pardee and Curtin sawmill, and former site of Pardee and Curtin Mine No. 2. Curtin, a clean little town, lies directly on the Scenic Railroad route.

Between Curtin and Bergoo lies a stretch of track of several miles in length which is predominantly lined with a series of cliffs, alternating with farmland. The Scenic Railroad is first on one side of the river, then on the other. Along this section of river, moisture-loving Sycamores intermingle with acid-loving Hemlocks. Deep pools alternate with shallow riffles; clouds chase their reflections on the surface of the pools.

Most resident birds have arri... and, providing we have a normal ...mmer, will have started nesting

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The air is full of song, as the males serenade their mates. The first flights of warblers have passed through; if the weather is inclement, one looks for Redstarts and Yellow Warblers along the cliffs, where they congregate to utilize whatever little heat the rocks may contain. Fish crows have already taken up residence and are searching the river banks for crayfish. Further upstream, at Byers, it is possible to observe the fish crows catching crayfish, flying into the air, and dropping them upon the "slickrocks" to crack the shell. The crow then drops down to the rock and dines leisurely upon the crayfish.

On the left side of the Elk, at Bergoo, the remains of the Pardee and Curtin double-band sawmill may be seen. Of the huge mill complex, only the concrete shell of the boiler house remains. The ridge where the water tower stood is covered with young timber. The site of the waste burner is mercifully covered with saplings of various types. The old railroad grades, including the one crossing Point Mountain, can be located only with difficulty. The huge millyard, which is reputed to have held at one time more than eight million board feet of lumber, has largely grown up in brush, although a few gardens are still in evidence. The company stores, warehouses,

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Crossing the bridge which spans Leatherwood Creek - a bridge

(Continued on Page 15)

its run. As it steamed toward me I experienced a feeling of excitement at the sight of this huge metal beast, this strong man of logging railroads -- a throwback to an age gone by. Thundering past it showered us with smoke and cinders from the stack, and steam

intended to be permanent, but today a few lines still exist. The Western Maryland utilizes part of a former logging railroad, the Greenbrier, Cheat & Elk, in the mountains of West Virginia; and the presently operating Cass Scenic Railroad uses a part of the same former rail network. Although some railroads used treated ties, usually they were cut from trees along the right-of-way and were left untreated to cut down on expenses. The rails were light and were usually relays(rails used at a previous location) fastened to the ties in often a haphazard way. Ballast was added if the company's financial condition warranted it and omitted or only added sparingly if things were a little tight. The grade was usually steep and uneven and non-cog railroads with grades as high as 14% were not uncommon. This meant that for every 100 feet travelled over the rails, the locomotive gained 14 feet elevation.

The types of locomotives used in the logging industry varied greatly. Some were simply outdated mainline locomotives, some were constructed to haul large loads on the lesser grades, and others were specialized locomotives designed to manhandle log trains over the steepest possible grades under the worst possible conditions.

The first logging locomotives came to the woods as castoff equipment which had served its purpose on the mainline, and no longer was useful there. These once fine locomotives rarely lost much of their glamour since the logging train crews maintained a very

A modern diesel [illegible] differs from the rod type steam locomotive in that with most models prolonged overloading can be tolerated with undue loss both to effectiveness and fuel consumption. A steam locomotive with relatively small drivers - around 40 inches or less - is generally designed in such a way that its effective minimum speed is low; however, this results in a lessened maximum speed, so it becomes obvious that no one steam locomotive could perform all types of service equally well. Of course, in many instances, locomotives were pressed into such service and did perform acceptably; the fact remains that it is a mechanical impossibility for them to have given top performance in all instances.

What all this means is that steam locomotives designed to haul heavy loads at low speeds had low drivers and exerted a great amount of tractive effort. Also the top speed of these locomotives was relatively limited. Steam locomotives designed mainly for passenger or express service were constructed with drivers in excess of 40 inches(usually in excess of 50 inches) and consequently often had to be "helped" out of the yards with a pusher until the minimum effective speed was reached. The problem with these locomotives on logging operations was simply that they usually needed to run at higher speeds than were possible on the typical logging railroad.

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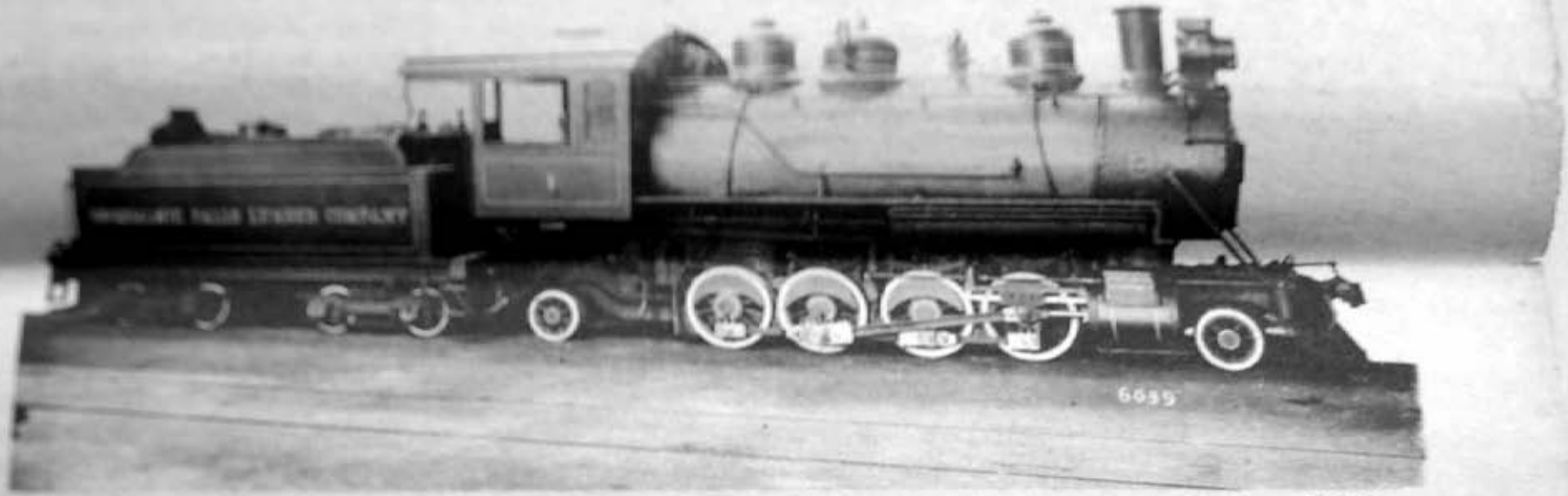
narrow-gauge locomotive was typical of those used on the logging railroads of West Virginia.



Collection of G. Leroy Crislip

THE MIKADO TYPE locomotive here represented by number 1 of the Snoqualmie Falls Lumber Company often was used by logging operations. The low drivers on this 1916 Baldwin were designed for slow speeds and much tractive effort.

the drivers, but often this was not enough because of the binding of the drivers' flanges against the inner rail surface. When this became a problem, the flanges of some of the drivers were removed to cut down on the binding (which might result in a derailment), and such drivers were known as "bald wheels."

Also a problem with the rod-type locomotive was the uneven exertion of tractive force created by the nature of the horizontal rod movement during which certain losses of power occurred. What was obviously needed was a locomotive capable of maintaining a constant tractive effort at a given speed with almost no slippage or loss of power.

On July 17, 1893, a man was born who would apply his inventive genius to this problem-this man was Ephraim Shay. Throughout his lifetime he was a teacher and a doctor, served with the Union Army Corps of Engineers in the Civil War, and eventually became a timberman near Cadillac, Michigan. There he encountered the same difficulties which had plagued loggers for years. In Shay's own words, "The big problem in logging was, and still is, how to get the

(Continued on Page 4)

Collection of G. Leroy Crislip

...ttsburg & Gulf, American Standard type locomotive built by Baldwin in ...e which was often found working on logging railroads. The high, 63-inch ... higher speeds than used on most ...

Collection of G. Leroy Crislip

THIS IS A CLASS B Shay locomotive owned by the Pardee & Curtin Lumber Company. This narrow-gauge locomotive was typical of those used on the logging railroads of West Virginia.

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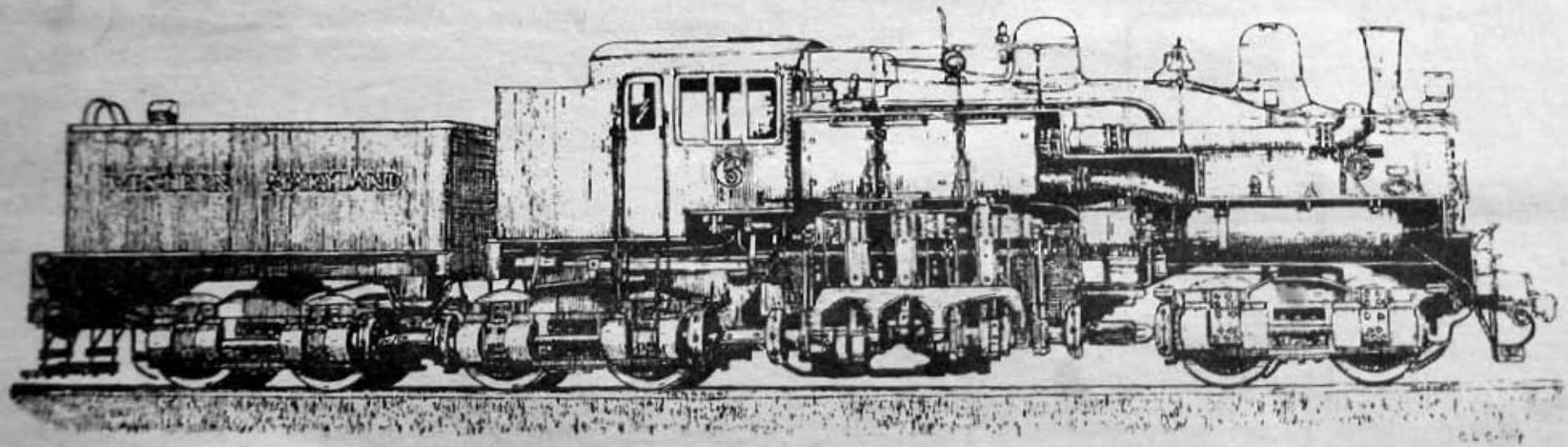

G. Leroy Crislip

WESTERN MARYLAND'S SHAY Number 6 was the largest stock Shay ever constructed and also the last. It was second in size only to Greenbrier, Cheat & Elk's number 12 which was modified at Cass to weigh 203 tons as compared to number 6's 162.

LOGGING LOCOMOTIVES

(By G. Leroy Crislip - Continued from Page 3)

logs out of the woods." Winter had been the time when most loggers moved the logs out of the woods on horse-drawn sleds pulled over the frozen ground; however, mild winters were a major problem in the 1870's, and Shay attempted to find a solution.

He experimented first with a horse-powered tramway, and later with a locomotive-drawn train using wooden rails. Finding that the lack of flexibility of the locomo- [illegible] caused considerable ive constructed in such a manner might be the answer, and with this in mind worked during the winter of 1873. Encountering more problems than he had originally imagined, his work continued for five years until the design had changed considerably. Many of the parts for this locomotive were constructed or modified by Carnes, Harper & Company of Lima, Ohio, later to be known as the Lima Locomotive Works - the builders of Shay locomotives.

The effectiveness of the design once proven, other timbermen asked Shay to construct locomotives for them, but he refused and sent them to what was then the Lima Machine Works where a form of the Shay was constructed. On June 14, 1881, Shay obtained a patent on his locomotive, and exclusive manufacturing rights were given to Lima which eventually purchased the patents.

The design of the Shay locomotive changed many times as it evolved from upright-boilered locomotives built on small flatcars

side) and below the large steam dome. A pipe carried the compressed steam from this down to the cylinders. The three crossheads of the cylinders extended downward, and the pistons moving up and down caused the connecting rods to turn a three-cranked shaft which was held in a frame bolted to the lower part of the main frame.

The valve action or link motion was operated by eccentrics which connected to the main crank (below [illegible] cylinder from the cab rear of the crankshaft with universal couplings placed along them to allow the shaft to bend and continue to drive the wheels when the locomotive travelled around sharp turns. The wheels were set in pivoting trucks in groups of four with the two on each side connected to those on the opposite side by solid axles. The outer surface of the wheels on the right side of the locomotive was grooved to accept a gear or bevel which was fastened to the outer part of the truck, and connected to the horizontal drive shaft. When this shaft turned, it caused all the wheels to turn - hence, all-wheel drive.

The coal was carried in a bunker directly behind the main part of the cab, and the water was contained either in a compartment in the same section as in the Class A and B two-truck models or in a separate, rectangular tank mounted on its own truck with the Class C model and on two trucks with the Class D version. The wheels under this tank were also driven

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Shays resembled traditional locomotives in the sense that they had a boiler, cab, tender, and the usual accessories, but from there on, the difference was marked. They looked lopsided since the

in pivoting trucks in groups of four with the two on each side connected to those on the opposite side by solid axles. The outer surface of the wheels on the right side of the locomotive was grooved to accept a gear or bevel which was fastened to the outer part of the truck, and connected to the horizontal drive shaft. When this shaft turned, it caused all the wheels to turn - hence, all-wheel drive.

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Shays could take on water almost anywhere there was a large puddle since all that needed to be done was to lower a hose into the water and start the pump. Also

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Shays could take on water almost anywhere there was a large puddle since all that needed to be done was to lower a hose into the water and start the pump. Also woods alongside the tracks, the Shays could extinguish the blaze by a similar method. Shays could run equally well forward or backward and all in all they were remarkably effective at providing the maximum possible constant and could outpull rod locomotives weighing as much as 100,000 pounds more.

The success of the Shay prompted other manufactures to attempt to get " a piece of the action," and several builders entered the there were several versions of geared locomotives, the most noteworthy were the Heisler and Climax, with it being worthwhile to note the Williamette for its similarity to the Shay and the Bald-

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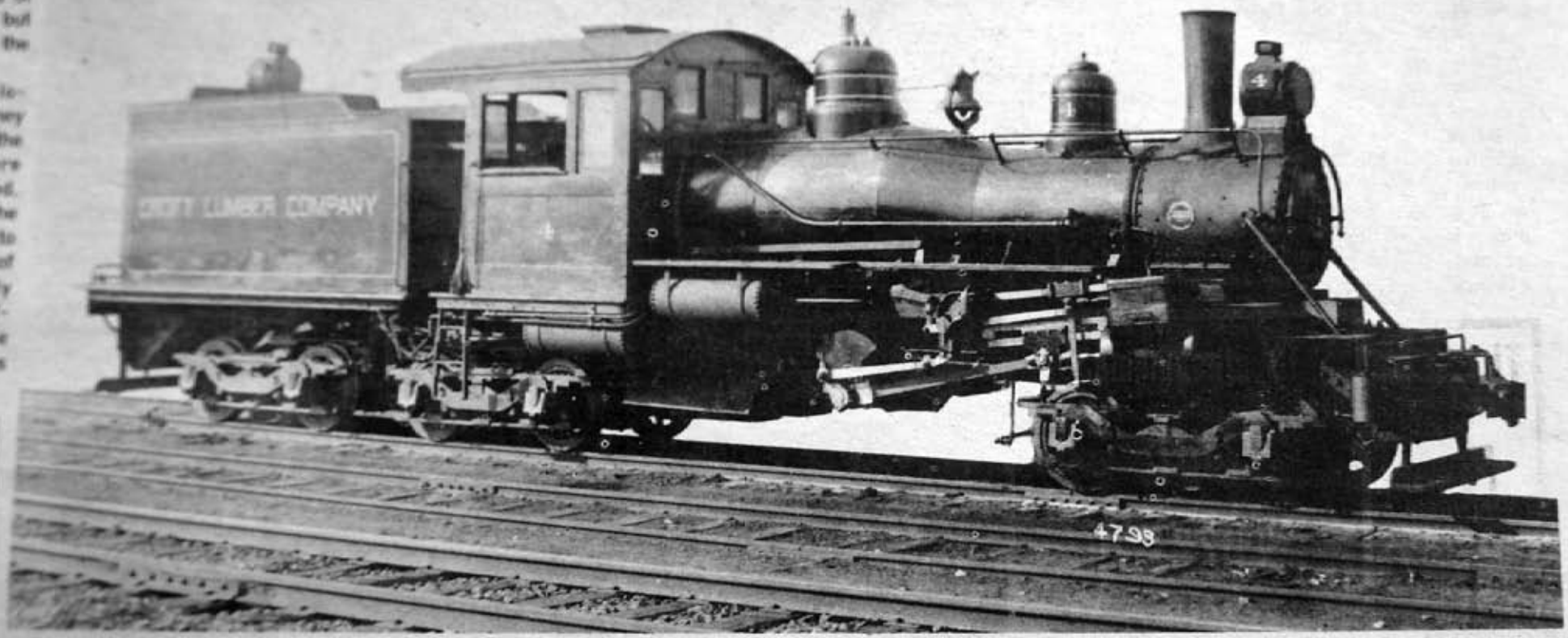
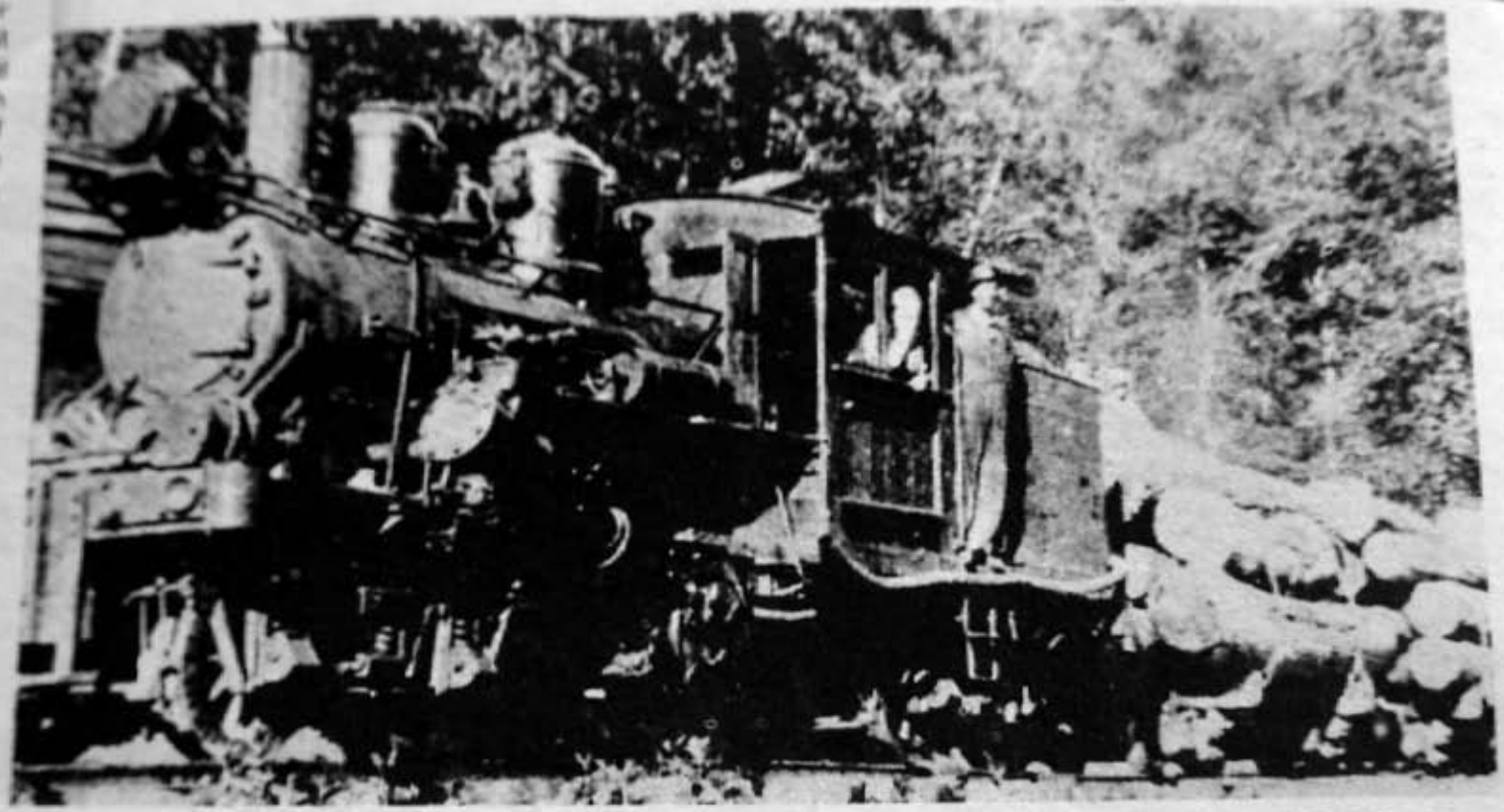


Collection of G. Leroy Crislip

CROFT LUMBER COMPANY'S BALDWIN geared locomotive, number 4, is basically a copy of the Climax type. Few variations were easily visible.



Collection of Earl Cool

THE CLIMAX TYPE LOCOMOTIVE was similar to the Heisler with the main difference being the arrangement of the cylinders and the transfer of power to the driveshaft.

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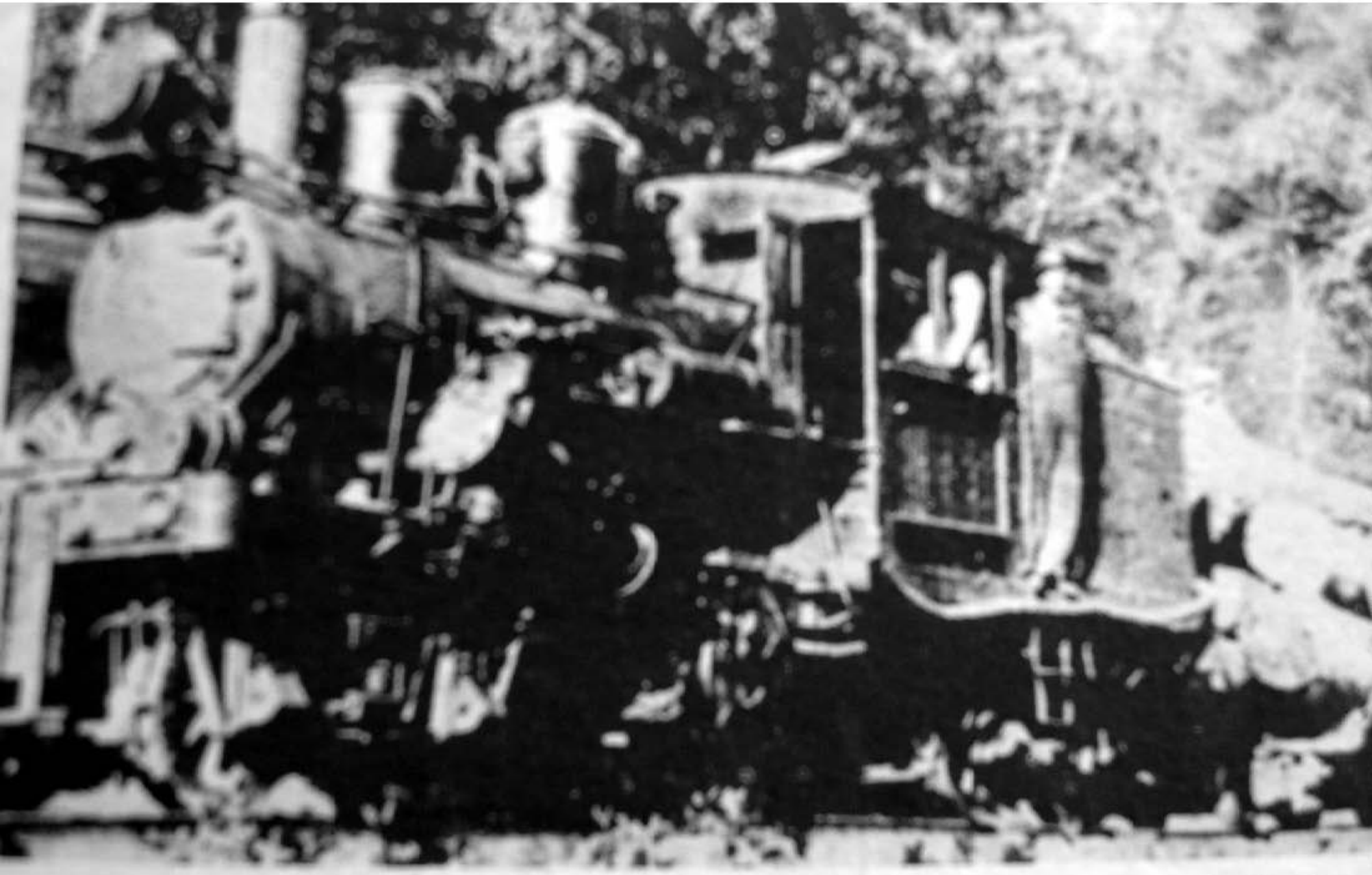

Collection

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Elkins To Spruce

(By G. Leroy Crislip - Continued from Page 12)

in the Western Maryland timetable, to take on water for the Heisler. Unfortunately, the passengers were not allowed to leave the cars; if they had, they could have witnessed an event which has almost disappeared from the American scene.

Photo by G. Leroy Crislip
RON HARDWAY rests up for the day ahead.

After taking on water we headed up the tracks toward Elk River Junction located 20.8 miles from Elkins. Arriving at that point the train stopped on the bridge across which went the tracks to Webster Springs; the other bridge slightly upstream, carries the tracks which lead to Durbin and eventually to Cass over part of the Chesapeake and Ohio Railroad. As the train ground to a halt I headed for the door of the caboose and found that on one side of the train there was a drop of what appeared to be seventy feet. After the train moved up slightly, Phil asked John Killoran, W. Va. State Parks Promotion Officer - Department of Natural Resources, if there would

Randolph Scenic Railroad later during the day when there was more time.

Mr. Killoran, Gordon, Phil, and I positioned ourselves at one end of the bridge and waited while the GP 9 uncoupled from the train, and the Heisler backed across the bridge to perform for the cameras. With a grinding of wheels, a hissing of steam, and a mighty roar accented by a huge cloud of smoke and a shower of cinders, the world's largest existing Heisler began its run. As it steamed toward me I experienced a feeling of excitement at the sight of this huge metal beast, this strong man of logging railroads -- a throwback to an age gone by. Thundering past it showered us with smoke and cinders from the stack, and steam and water from the cylinders. We could feel the heat from the inferno within it as the fireman shoveled in the coal to feed the fire which heated the water and created steam. This was railroading at its best, and we enjoyed every moment of it.

A short distance up the tracks, the Heisler left us and headed on its solitary way to Cass leaving behind GP9 and many fond mem-

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CLIFF CARPENTER and Gordon Hamrick discuss the Webster-Randolph Scenic Railroad.

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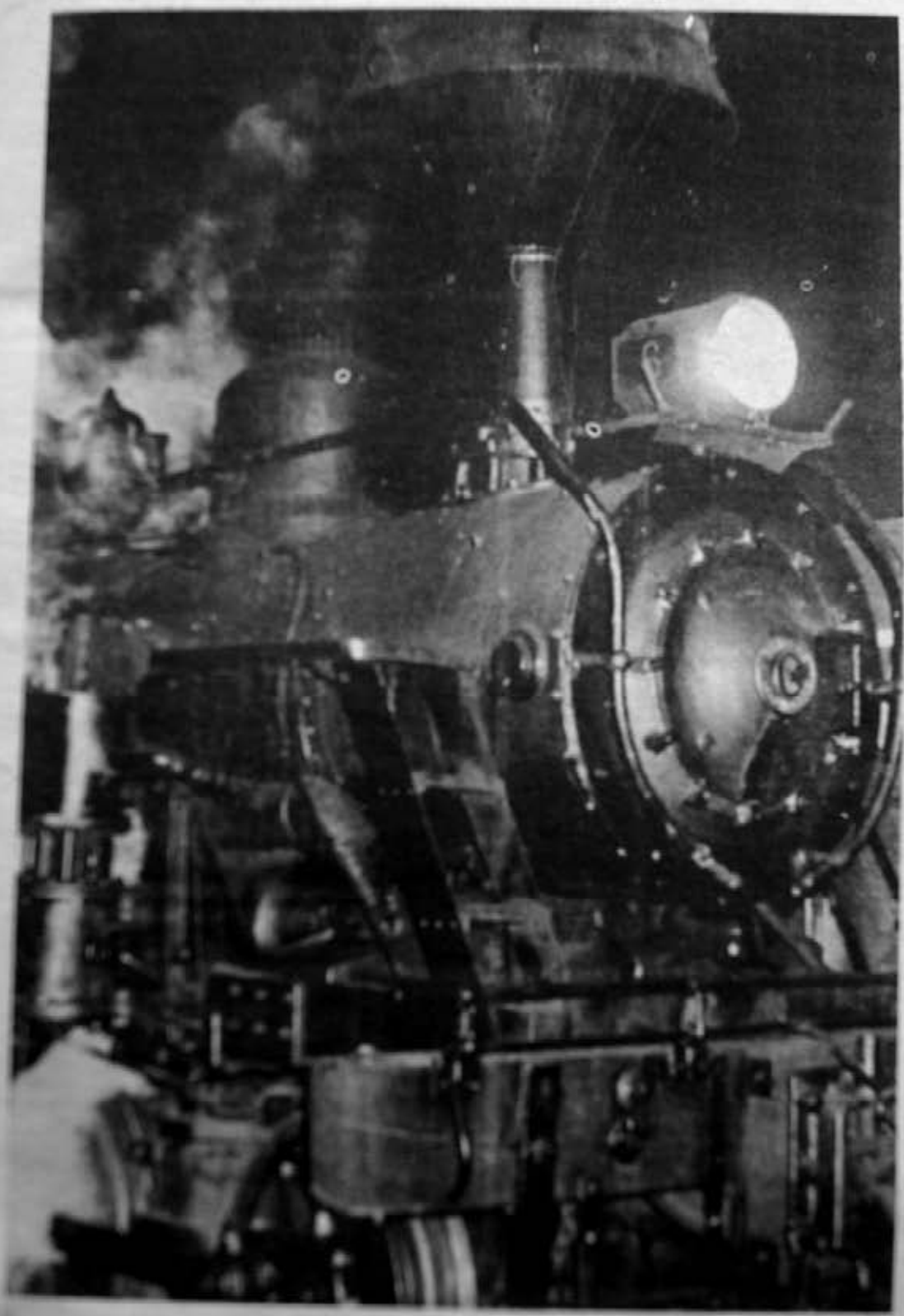

Photo by G. Leroy Crislip
CASS SCENIC RAILROAD No. 1 Shay number 6, fires up before dawn at Elkins.

Photo by G. Lero

THE HIGH FALLS ON SHAVER'S FORK of Cheat River - a stop o
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After collecting the photographers the train travelled on upstream to the High Falls of Shavers Fork. This would no doubt be one of the scheduled stops on the Webster-Randolph Scenic Railroad since it is a spot of unique scenic beauty with the clear water cascading over the rocks while reflecting the sunlight and appearing like a ribbon of silver which disappears into the mist and water below.

This time, tables were unloaded and food was sold for the first of several lunch stops. While we were here Sheriff Given talked with several tourists and Western Maryland officials including Lieutenant J. H. Snyder of the Western Maryland Police Department; Carl Dunham, Roundhouse Foreman at the Western Maryland's Elkins yards; and Carl T. Shank, Superintendent of Shops of the Western Maryland at Elkins. While talking with Mr. Dunham, I learned that it was so cold when the trip began that he had put sand on the floor of one of the cars to prevent people from slipping on the ice which had frozen during the night.

Shortly M. W. Utterback, Trainmaster of the Western Maryland at Elkins whom the reader will no doubt remember as being one of the party making the inspection trip from Webster Springs to Spruce), announced that it was time to leave, and amid grabbing a few last sandwiches and holding on to our cameras, our party boarded the train. I felt more confident about

ern Maryland were keeping watchful eyes on the proceedings.

At Linan what appeared to be a public relations move took place when the train stopped, and the passengers were allowed to inspect the site of the Linan Smokeless Coal Company's mine which was closed because of siltation in Shaver's Fork by the Water Resources Division of the Department of Natural Resources. The equipment at the mine was almost spotless, and many structures were painted green "to harmonize with the surroundings," but basic black might better blend in with the future surroundings.

Eventually we managed to get away from the mine and headed upstream into relatively unspoiled wilderness which increased in beauty as the train drew nearer to Spruce. We arrived there at 2:15 p.m. and travelled on to the Big Cut of the former Greenbrier, Cheat & Elk which was dug mainly by hand in 1910. This was the stopping point for this trip, but if the Webster-Randolph Scenic Railroad becomes a reality, passengers could continue to ride down the mountain to Elk River and eventually to Webster Springs.

As we returned to Spruce, I noticed smoke from one of the Cass Scenic Railroad Shays on Bald Knob and could not help but think of the thrill one would have riding to Spruce from either end of the scenic railroad and then riding the Cass Scenic Railroad to the summit of the mountain. With the laying of 1.2 miles of track between Spruce and Old Spruce to connect the two railroads this

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While the GP9 travelled the run-around to position itself at what had been the rear but would now become the head of the train, food was once again brought forth, and lines began to form. Many people took time to inspect the site of the former boom town of the logging days and marvel at the beautiful scenery near the headwaters of Shaver's Fork.

At 3:00 p.m. we boarded the train, and at 3:15 p.m. moved slowly out of Spruce heading down Shaver's Fork toward Elkins. This

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Photo by G. Leroy Crislip

HE HIGH FALLS ON SHAVER'S FORK of Cheat River - a stop on future Webster-Randolph Scenic Railroad.

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was the time for relaxation, catching up on notes, and for some of our group, a time to catch up on sleep missed in the morning. After taking a few last photographs I too settled down and completed my notes. The remainder of the trip was typical of every day railroading with the "crew" riding and swapping tales in the caboose at the end of the train.

We rode the last eight miles into Elkins on the front vestibule of caboose number 1826, experiencing once again the thrill of travelling through the tunnel and then coming slowly into Elkins gradually coming to a stop where it had all started several hours before. Then, as the sun was slowly setting in the west and night was coming on, we departed the caboose which had been our home for a short time.

As the glow of the sunset added the final mark of punctuation to a day well spent, we turned our faces away from the train and drifted off into the early-evening gloom, tired by refreshed with the knowledge that we had relived if only for a brief time the glory days of the logging railroad. Now we must work to give more people a chance to have this experience for were it not for occasional association with the past, mankind would lose track of his position in both time and the progression of civilization. It is perhaps a measure of the present for one to be able to glimpse the past.